



MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

Transportation & Environmental Division

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January 2, 2008

Eric Taylor
Transportation Planner
DOT&PF Division of Program Development
PO Box 112500
Juneau, Alaska 99801-2500

RE: Comments on "2030 Let's Get Moving"

Dear Mr. Taylor,

Thank you for the opportunity to review and comment on the Alaska Statewide Long Range Transportation Policy Plan Update.

Our comments follow:

Page 2, 1st column, last paragraph – Need to address how the railroad fits into the plan right up front in the document. It is a quasi state/corporate agency and plays a vital role in transporting freight and passengers throughout the north-south rail corridor. This is explained to some degree on page 39, but also needs to be brought into the discussion up front.

Page 8, 2nd column, 1st paragraph – Need to include the railroad.

Page 8, 2nd column, last bullet - Should not be justified.

Page 18, 1st column, bullet list of difficult & expensive road segments – Add "Glenn Highway from Kings River to Bonnie Lake Road" and change "Long Lake to Cascade" to "Bonnie Lake Road to Cascade" or combine them into one as "The Glenn Highway between Kings River and Cascade".

Page 18, 2nd column, last paragraph – include the urban core area of the Matanuska-Susitna Borough as needing modal alternatives to driving and an expansion of the transit system. We are currently working with MASCOT toward this goal.

Page 19, 1st column, 2nd paragraph - The Matanuska-Susitna Borough should be added to the list. We are working as a partner with MASCOT to provide matching funds for bus replacement. May need to update the dollar amount to include the MSB.

Page 19, 1st column, 3rd paragraph - Light rail transit should be added to last sentence.

Page 19, 2nd column, last paragraph – Delete “and will rely on a long term contract to repay revenue bonds”. The project will be paid for by a combination of funding sources.

Page 20, 1st column, bullets – Include the Port Mackenzie Access Corridor which includes: Point Mackenzie Road, Burma Road and Big Lake Road in the Matanuska-Susitna Borough. These are all part of the Alaska Highway System. Update dollar amount.

Page 32, 2nd column, 2nd sentence - (“This will require action by the legislature;”) Should bold this statement to indicate how important it is that the legislature take action.

Page 40, 3rd paragraph – should include Fairbanks International Airport.

Page 41, Exhibit 8 – Should double check with MASCOT to determine if any of their vehicles are paratransit vans. Also check if any of their vehicles are buses rather than vans.

Page 43, 1st column, last paragraph - because of the percentages, Matanuska-Susitna Borough should be listed first.

Page 49, second paragraph (description of Exhibit 15) – Not all of the plans shown are ADOT&PF plans as indicated in the second paragraph. Should say, “Exhibit 15 shows the primary ADOT&PF plans as well as borough/municipal and regional plans, ...”

General Comment - There should be some discussion in the document that explains without the funding and development of an efficient local street and road network the National and Alaska Highway Systems will continue to grow more and more congested as they try to carry local as well as through traffic.

Many good ideas are found throughout the document. We are particularly supportive of Action 4.7 “Reinstituting the Local Service Roads and Trails Program”.

Thank you again for the opportunity to comment.

Sincerely,



Brad Sworts

Transportation and Environmental Manager
Matanuska-Susitna Borough